

joint Voluntary Enrollment Contract (VEC) with the DoD [Military Traffic Management Command (MTMC) and Military Sealift Command (MSC)] which will specify the participant's Stage III commitment for FY 2000. Once the VEC is completed, the applicant completes the DoD contracting process by executing a Drytime Contingency Contract (DCC) with MSC (for Charter Operators) and/or as applicable, a VISA Contingency Contract (VCC) with MTMC (for Liner Operators). Once the DoD contingency contract(s) are completed, the Maritime Administrator will confirm the participant's enrollment by letter agreement, with a copy to all appropriate parties.

FOR ADDITIONAL INFORMATION AND APPLICATIONS CONTACT: Raymond Barberesi, Director, Office of Sealift Support, U.S. Maritime Administration, Room 7307, 400 Seventh Street, SW, Washington, DC 20590. Telephone (202) 366-2323. Fax (202) 493-2180. The full text of this **Federal Register** Notice and other information about the VISA can be found on MARAD's Internet Web Page at <http://www.marad.dot.gov>.

By Order of the Maritime Administrator.

Dated: July 9, 1999.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 99-18119 Filed 7-15-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Potential Service Interruptions in Supervisory Control and Data Acquisition Systems

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice; issuance of advisory bulletin.

SUMMARY: RSPA is issuing this advisory bulletin to notify to owners and operators of natural gas and hazardous liquid pipeline systems of to advise them to review the capacity of their Supervisory Control and Data Acquisition (SCADA) system to ensure that the system has resources to accommodate normal and abnormal operations on its pipeline system. In addition, SCADA configuration and operating parameters should be periodically reviewed, and adjusted if necessary, to assure that the SCADA computers are functioning as intended. Further, operators should ensure that system modifications do not adversely affect overall performance of the

SCADA system. We recommend that the operator consult with the original system designer.

ADDRESSES: This document can be viewed on the Office of Pipeline Safety (OPS) home page at: <http://ops.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For further information, contact Chris Hoidal, Director, OPS Western Region at 303-231-5701, or by e-mail at chris.hoidal@rspa.dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

During an Office of Pipeline Safety (OPS) investigation of a recent pipeline incident, OPS inspectors identified inadequate SCADA performance as an operational safety concern. Immediately prior to and during the incident, the SCADA system exhibited poor performance that inhibited the pipeline controllers from seeing and reacting to the development of an abnormal pipeline operation.

Preliminary review of the SCADA system indicates that the processor load (a measure of computer performance utilization) was at 65 to 70 percent during normal operations. Immediately prior to an upset condition occurring on the pipeline, the SCADA encountered an internal database error. The system attempted to reconcile the problem at the expense of other processing tasks. The database error, coupled with the increased data processing burden of the upset condition, hampered controller operations. In fact, key operator command functions were unable to be processed immediately prior to and during the abnormal operation. It is possible that post installation modifications may have hampered the system's ability to function appropriately.

The combination of the database error, the inadequate reserve capacity of the SCADA processor, and the unusually dynamic changes that occurred during the upset condition, appear to have combined and temporarily overburdened the SCADA computer system. This may have prevented the pipeline controllers from reacting and controlling the upset condition on their pipeline as promptly as would have been expected.

II. Advisory Bulletin (ADB-99-03)

To: Owners and Operators of Hazardous Liquid and Natural Gas Pipelines

Subject: Potential Service Interruptions in Supervisory Control and Data Acquisition Systems

Purpose: Inform pipeline system owners and operators of potential operational limitations associated

with Supervisory Control and Data Acquisition (SCADA) systems and the possibility of those problems leading to or aggravating pipeline releases.

Advisory: Each pipeline operator should review the capacity of its SCADA system to ensure that the system has resources to accommodate normal and abnormal operations on its pipeline system. In addition, SCADA configuration and operating parameters should be periodically reviewed, and adjusted if necessary, to assure that the SCADA computers are functioning as intended. Further, operators should assure system modifications do not adversely affect overall performance of the SCADA system. We recommend that the operator consult with the original system designer.

Stacey L. Gerard,

Director, Policy, Regulations and Training.

[FR Doc. 99-18023 Filed 7-15-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33767]

CSX Transportation, Inc.—Trackage Rights Exemption—Grand Trunk Western Railroad Incorporated

Grand Trunk Western Railroad Incorporated (GTW), a wholly owned subsidiary of Canadian National Railway Company (CN), has agreed to grant non-exclusive overhead trackage rights to CSX Transportation, Inc. (CSXT), over main line track of GTW between the proposed CN/Consolidated Rail Corporation (CRC) connection at Milwaukee Junction, Detroit, MI, near milepost 54.6 and the existing CN connection with Norfolk Southern Railway Company (NSR) at West Detroit, MI,¹ near milepost 50.2, on CN's Shoreline Subdivision, a total distance of approximately 4.4 miles.² The purpose of the trackage rights is to improve service to customers by reducing congestion and delays in the

¹ CSXT has the right to enter and exit the involved trackage at the proposed Milwaukee Junction connection and the existing connection at West Detroit or at other points that may be agreed upon by the parties.

² A redacted version of the trackage rights agreement between CSXT, CRC, NSR and GTW was filed with the notice of exemption. The full version of the agreement was concurrently filed under seal along with a motion for a protective order, which will be addressed in a separate decision. CRC and NSR are also apparently filing similar notices of exemption with the Board.